









## QUERIES

ON

JAPAN.

Copies of the 1st. V. work will be received signed.—Price 2s. C. A. SAINT.

ry 20, 1868.

## RESPONDENTS.

to all who wish to on legitimate grounds, but who are responsible for the responses.

is addressed to this paper, and by the name of the

ly for publication, but as

faith.

## CHINA MAIL.

ESDAY, FEB. 4, 1868.

ing, in a recent article

affairs, reads a useful

and French good nature

It appears that the

er of Commerce and

Tricote generally are in

the mortification at the

ing succeeded in forming

na and Japan, while in

an expedition and a groi

out the matter, Austria

of the non-treaty powers

They have accordingly

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the smaller European

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that several of the lesser

—such as Portugal and

and now lately, Belgium

have succeeded in mak-

ing with China and

ending out expensive

adds the caustic remark

probably be in a very

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employ half the time and

subject of paramount im-

they devote to the too

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ly perfectly true that these

managed to make treaties

least without expensive

it is a little too much to

be have been made by the

of their diplomatists in

a way. There is not one

of the assertion that Por-

go, by the way, is a mis-

gave having positively re-

present draft of treaty)

been indebted primarily

of the foreign Ministers

Peking, the services of

attached to the missions,

case of Denmark, to the

of the student interpre-

tricial Legation, who had

copying out multiform

ected drafts of the Danish

even the bare thanks

to gratuitous labor. In

ree the representatives of

have been entirely indebt-

ed by the great treaty

aid by force of arms

to the capital, who

drive squadrons on the

large Consular establish-

ment to materially

of those who sought their

of course expect that

these should be acknow-

gements which are not

off by the gratuitous

lante foreign officials, are

## LOSS OF THE P. &amp; O. S. S. NIPHON AND SEVERAL LIVES.

We are indebted to the courtesy of the Superintendent of the P. & O. Company at this port for permission to publish the following interesting account of the loss of the Niphon written by Captain Peake.

Much sympathy will be felt for this poor officer in the disaster which has befallen the vessel under his command.

Amoy, 30th Jan. 1868.

W. MACALAY, Esq., Superintendent P. & O. S. S. Co., Hongkong.

DEAR SIR: It is my painful duty to report the loss of the Company's S. S. Niphon (on a reef off House Hill, distant from here about 25 miles in a southerly direction) under the following circum-

stances:—

On proceeding up the inner passage (that usually taken by steamers in the N.E. mon-

soon), on Thursday the 23rd instant, at 8.30 p.m., the wind blowing fresh from the North-East, with a considerable sea, on

I was much surprised to find the ship striking a reef off or eastward of House Hill.

Every endeavor was made to get her off, which unfortunately proved to be of no avail. About five minutes after the ship

struck she was found to be rapidly filling with water and taking green seas over her, knocking everything to pieces about the

decks, and breaking up the saloon, making it impossible for anything to be got out from the ship. At that time two of the boats had

been washed away. Seeing that there was no possibility of saving the ship, I ordered the four remaining boats to be lowered as

quickly as possible, to land the passengers and crew, giving them severally in charge of the 2nd, 3rd, and 4th officers, with

Lieut. Anson, a passenger, who kindly volunteered his services. The Life-boat in charge of the 2nd officer was stove and

filled with water, the boat being blown ashore off on her third trip, a heavy sea washed over the ship, striking the boat and causing her to take in a large quantity

of water. The boat having very soon after shipped another sea over her stern, she

filled and turned over, when the boiler maker, William Truscott, and the gunner

Charles Parker, with five of the Chinese crew and as far as can be ascertained) four

Chinese crew and as far as can be ascertained) four Chinese passengers and in all eleven persons were unfortunately drowned. Lieut. Anson and the 4th officer, who were both in the jolly boat which she filled, having been

picked up by the gig in a very exhausted state. When all the passengers and crew were supposed to be out of the ship excepting three Chinese passengers (who could not be induced to come down out of the

main rigging) the Chief Officer, Chinese carpenter, and myself hoping to be able to save the masts and some of the valuable

stores, I ordered the gig to remain near the ship, but she soon disappeared, and was unable to fetch the ship again at that time. At

low water about 4 A.M. on the 24th the sea was not breaking so heavily over the

ship, with four of the crew (found forward) made a search for the masts among the

wreck of saloon; succeeded in finding one, which was placed on the poop ready to be hoisted. Shortly after daylight the

gig was observed making fruitless attempts to get off to the ship, being continually

driven back by the surf. I then requested one of the crew (a good swimmer) to swim

ashore with the end of log line, as a hauling line for larger ropes, where- with to save the remaining lives. The man

reached the shore, but the log line slipped off him; in consequence of this failure, pre-

parations were made with ladders, as a last resource for saving the men. The tide rose

the sea commenced to break very heavily over the ship again. A few more passengers

(Chinese) were found forward early in the morning who were got on the poop

with the rest. At high water about the middle of the day, the surf being

less, the gig managed to come out, but could not come close to the ship, as the sea

was breaking over her very heavily, causing her to be very uneasy with strong

inducement of her breaking. I requested all those who could swim to jump over and

make for the gig; the chief officer, and the remaining fourteen of the crew succeeded

in reaching the gig. By persuasion the remaining Chinese passengers were got into the

Life-boat which had remained alongside from the first, stove and full of water

excepting one man who refused to go in spite of every endeavor to make him, hav-

ing mounted the main rigging (this man afterwards disappeared with the fall of the

main mast). The Chinese Carpenter and myself accompanied the passengers into the

water-logged Life-boat. I was obliged to cut her off immediately, as the working of

the ship threatened every instant to break her to pieces alongside, and there was no

alternative. Just as the boat left, the ship broke in two; the boat drifted ashore, and

with the assistance of the gig in charge of Lieut. Anson, all were landed. When on

shore, I observed the ship breaking up very rapidly, the cargo washing out of her in

large quantities.

You will observe from the above report that it was utterly impossible to save either

masts or cargo. Directly we landed, the natives stole nearly all the clothes we had

on and broke up the boats. Shelter and food for all hands were procured at a

distance of two miles distant from the wreck. On mustering the passengers and

crew there were found missing—William Truscott, boiler-maker, Charles Parker,

gunner, five Chinese crew, and six Chinese passengers, in all thirteen.

One of the stewards having been despatched overland to Amoy for assistance early on

the morning of the 24th, returned in the morning steamer *Pung Shuey*, which vessel

had been despatched to our assistance. Soon after daylight on Saturday the 25th she

came to anchor near the wreck. Captain Watson of the *Pung Shuey* and Mr. Tregoner one

of the Company's Agents at Amoy, landed and immediately had a consultation, when it

was decided that there was nothing to save of the ship or cargo. The after part

of the ship was completely separated from the fore part and nearly under water;

the fore part was on its broadside, the decks being to seaward and apparently

everything was washed out of it. Under these circumstances, proceeded with the

embarkation of passengers and crew to the *Pung Shuey*, which was accomplished

during the forenoon; after arduous toiling through the surf with Captain Watson

and crew's valuable assistance.

On Monday, the new Act on the Income-tax was printed. From the 6th April last,

the additional duty on property, gains, and profits, is one penny in the pound; one

halfpenny on lands, &c., in Schedule B; and three-fourths of a penny on land in

Scotland and Ireland. On half-yearly and quarterly accounts on property, gains, &c.,

becoming payable, the duty is to be two-pence in the pound.

"Why don't you trade with me?" said a close-dressed tradesman to a friend the

other day. The reply was characteristic, "You have never asked me, sir. I have

looked all through the papers for an invitation in the shape of an advertisement

and found none. I never go where I am not invited."

THROUGH CENTRAL CHINA. At a recent meeting of the Royal Geo-

graphical Society, an interesting and important memoir "On a Journey through

Central China, from Canton to Hankow," by Mr. A. S. Bickmore, was read and

discussed. The author left Canton on the 7th of August, 1866, with the intention of

following a route proposed for a future railway to Hankow, via Quelin and the

banks of the Siang-shing of the Yang-tze. Travelling up the Si-kiang to Wu-chang, he

ascended the Cassia river to Hingnan, and near that place found that this northern

affluent of the Canton river was connected by an artificial canal with the great Siang

river, flowing northward into the Yang-tze. It being autumn, and the season unusually

dry, the upper courses of both the Cassia and the Siang were encumbered by rapids;

at other times he believed it would be possible to travel from Canton through the

interior of China to Shanghai in the same boat. Near the populous city of Quelin

Mr. Bickmore narrowly escaped massacre at the hands of the unruly populace, notwith-

standing the protection afforded him by the Mandarin. The whole country had

been in a state of anarchy since the Taping rebellion, and even boats belonging to the

Imperial Government, with Mannins on board, were frequently plundered by

hordes of ruffians on the banks of the river. Thenceforward his Chinese guides kept him

closely confined in his boat, that he might escape observation and reach the Yang-

tze in safety. The canal connecting the Yang-tze basin with that of the Si-kiang

can only be used by boats drawing 2 ft. of water. The heavy north-easterly wind

across which a rapid would have been allowing an escape only through a small

gap deep enough for a single boat to pass. At Si-chang, on the Siang river, are situated

the principal coal mines of the region, and some 50 boats were seen loading. The

mines are nothing more than deep pits in the sides of the hills, and consequently

only surface coal is obtained. It is to be expected that better coal would occur

below the water level, but as soon as the miners come to water they are obliged to

abandon the mines for want of proper pumping apparatus. From Si-chang to

Monkden, north of Peking, there is a continued series of coal mines on the flank of

the elevations that form the western border of the great plain. A striking spectacle

was presented, on arriving at the Tung-ling lake, at the junction of the Siang with

the Yang-tze. A heavy north-easterly wind had been blowing for six or seven days,

and few or no boats had been able to proceed; a southerly breeze then set in, and

all the boats that had been harbouring in many creeks and bays came out, and

at sunrise such a sight was obtained as could only be seen in a land where the popula-

tion is numbered by the hundred million. As far as the eye could reach the surface

of the lake was thickly fringed with white sails, some in single file, some in shadow,

and some in the dim distance apparently gliding on a thin film of air above the

water. 440 boats were counted in sight at one time. The Poyang lake, lower down

the river, is of the same character. It has been noticed that these great lakes have

near them a group of high mountains; this is only another way of stating that there

has been a corresponding depression. The President explained that Mr. Bickmore was

a young American traveller of high promise, who had been occupied during three

years in exploring the islands of the Malay Archipelago, and had finished his travels

by passing through this unexplored part of China, unvisited by Europeans since

the days of the old Jesuits, and traversing Mongolia and Siberia from Peking

to St. Petersburg.

INDIA AND THE NEW POSTAL CONTRACT. The *Friend of India* states a grievance

inflicted on Anglo-Indians by the new contract on Anglo-Indians by the new

contract. The debate and the Blue-book on the postal contract with the Peninsular

and Oriental Company, are calculated to make the people dissatisfied with the new

arrangement than appeared from the telegram on this subject. In a house of 68 members

13 were found to denounce the contract as "improvident and objectionable" and to

vote against it accordingly. The remark of Mr. Thurst that the mercantile community

approved of the arrangement, brought up Mr. Graham, who stated that "he for one

greatly objected to the contract. Now that all business of the proposed rate of speed

that rate is to be only 10 knots in the Mediterranean and 9½ on this side of Suez;

the penalty for delay is only 250 for every 24 hours; there is no provision for a class

of vessels of 2600 tons burden; Government virtually guarantees the Company a

minimum dividend of 6 per cent, and the contract is for 12 years, a period during which

very great improvements are expected both in navigation and railway. The subject

of arbitration the line may be changed, hereafter, to Birhidhi, instead of by Messina.

This is the first result of conceding this splendid monopoly to one Company? Why

that the Directors refuse to allow passengers who take their ships only to Suez, with

the view of following the Italian or Austrian lines from Alexandria, to send on

their heavy baggage as heretofore, to greatly object to the contract. Now that all

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or Austrian lines from Alexandria, to send on their heavy baggage as heretofore, to

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**For Sale.**

**STEAM COALS.**  
For Sale from Store, or deliverable on Board,  
**E**NGLISH—Londonderry West Hartley.  
Daviessons' West Hartley, Straker's  
West Hartley.  
**WELSH**—Blaengware Marthyr.  
Apply to **ROB. S. WALKER & Co.**  
Hongkong, March 16, 1866.

FOR SALE.  
JULES MUMM & Co.'s CHAMPAGNE.  
MUMM & Co.'s HOOK & MOSELLE  
qts. and pts.  
Chillingworth's SHERRY and PORT  
CHAMBERTIN, WHISKEY.  
WHITE & PRICE'S BRANDY.  
ALLOPP'S ALE, draught and bottle.  
BAROLAY & GUINNESS' STOUT.  
BRIDGES & SONS' PORTER.  
ROB. S. WALKER & Co.  
Hongkong, November 20, 1867.  
FOR SALE

**T**HE Property known as ALMACK PLACE having a Frontage of Eighty-three feet on WELLINGTON and GAGE Streets, and of Two Hundred and Twenty-nine feet on ABERDEEN STREET, comprising a superficial area of about 19,000 Square feet. Annual Ground Rent, £42.12.6.

For further particulars, apply to  
GIBB, LIVINGSTON & CO.

Hongkong, February 24, 1864.

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FOR SALE.

(C) CHAMPAGNE, Adolphe Collins and  
L. Jauvray & Co.'s Association Vins  
cote.  
CLARET, real Château Margaux.  
Haut Bogen

BRANDY, Hennessy's and Martell's in  
1 dozen cases.  
BEER and PORTER in bottle.  
BUTTER (Platts) in kegs.  
Also,  
A quantity of Iron COLUMNS, Yellow  
METAL COLUMNS, and NAILS.

Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, December 11, 1867.

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Ex *THE TWEED, ALBERT VICTOR*  
and Late Arrivals.

**R**ubber and Canvas Leading ROPE.  
Tuck's Rubber PACKING, Engine  
BELTING.  
Rigging SCREWS, Police IRONS, As-  
sorted FILES.  
Engineers' HAMMERS, FORGES and  
VICES.  
T. & D. Henry's 1st quality CANYAS

Best Merchant Navy CANVAS, Repair-  
ing CANVAS.  
Pump PACKING, WICKING.  
Hemp and Cotton TWINE.  
York HAMs, Cheddar CHEESE, Corn  
MEAL, HOMINY.  
Also, a fine Invoice of Table and Pocket

THOS. HUNT & Co.  
Hongkong, January 22, 1868. 22fe

**DIETETIC BAEI**, the new DIET, so highly recommended by the Faculty to those suffering from derangement of the Digestive Organs. Can be obtained from

GEO. GLASSE,  
*The Victoria Dispensary.*  
Hongkong, December 10, 1887.

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**CHRISTMAS NOVELTIES.**  
BY  
LANE, CRAWFORD & Co.  
(PRINTED BY) W. L. GAYNE

U. Lemon, Orange, Vanilla, Ratafia &c.,  
 BISCUITS.  
 Bonbon and Rimmel's ROSE WATER  
 CRACKERS.  
 Presentation Boxes of BONBONS.  
 MINCEMEAT. CAVIARE.  
 Choice new FIGS & Bloom MUSCATELS.

Nougat, d'ABRICOTS, Assorted Dessert  
FRUITS.  
Grouse in GRAVY, Truffled CHICKENS.  
Truffled ORTOLANS, Potted Severn SAL-  
MON.  
Russia OX and Reindeer's TONGUES in  
Jelly.

Christmas TREE, and  
Christmas TREE ORNAMENTS.  
STEREOSCOPES, GRAPHOSCOPES.  
New Operatic Transparent VIEWS.  
Meridian CALENDARS, Novel DICE, and  
ROUGE ET NOIR.  
ANEROIDS, THERMOMETERS, Astro-  
nomical TELESCOPE, Courier BAGS.

Writing CASES,  
Bronze FIGURES, Meerscham PIPES,  
and Cigar CASES.  
Hongkong, December 9, 1867.      H

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AT THE STAG HOTEL STORES,  
NO. 110, QUEEN'S ROAD.  
Just Landed.

**PICKLES, JAMS, SALT,  
VINEGAR, CURRANTS,  
HERBS, Raspberry VINEGAR,  
CATSUP, MUSTARD,  
Loaf SUGAR, BLACKING.  
Ginger BRANDY.  
Booth's OLD TOM**

CHAMPAGNE in pint.  
Cheddar Loaf CHEESE.  
Prime YORK HAMs.  
EDMUND HOLMES.  
Hongkong, January 9, 1868.

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FOR SALE.  
FINE Copenhagen BUTTER in tins of

28 lbs. nett, and by the pound.  
Prime Dutch HERRINGS in tins of 2 dozen.  
ANCHOVIES.—At  
FREERKS, RODATZ & Co.  
Hongkong, January 28, 1868.

**J**UST arrived, and for Sale. A few complete Sets of **PHOTOGRAPHIC APPARATUS**, with instructions.  
Apply to  
**FLOYD & Co.,**  
Photographers.  
Hongkong, January 16, 1868. 16/s

FOR SALE.  
By Private Contract.  
THE "CITY OF ROTTERDAM," Public  
House, situated in Queen's Road West,  
together with GOODWILL, FURNITURE,  
FIXTURES and STOCK-IN-TRADE. The  
above House is doing a good business, and

For particulars, apply on the Premises.  
Hongkong, January 28, 1868. 28/6

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Printed & Published by CHARLES ABRAHAM  
Stern, Broadstreet, at No. 2, Wingham

Street, Victoria, Hongkong.

VOL. XXIV. No. 145



### Arrivals.

Feb. 4, *Pang Shuey*, Amer. steamer.  
J. S. Watson, Amoy, Feb. 8, General.  
HEARD & Co.  
Feb. 4, *Arcootook*, U. S. gun-boat.  
Hiogo, Japan, Jan. 25.  
Feb. 5, *Cha-sze*, Brit. ship, 550, tons.  
London, Aug. 29, General.—Tuan.

Per Fung Shuey, --- Officers and crew  
& O. S. S. Nippon; Messrs Good  
Jones, and 8 Chinese.

## Shipping Report.

Swed. bag. *Iris*. Nov. 14th, 1891. Left  
castle N.S.W. Experienced moderate  
winds and fine weather till the 18th.

## Shipping Report

Swed. baq. *Iris*. Nov. 14th, 1891. Experienced moderate N. S. W. winds and fine weather till the 18th. On crossing the Equator Dec. 8th, and S. W. gales accompanied with storms and lightning which continued till the 17th. Took the N. E. trades in 23 days, carried them to 16 S. lat. thence to land of St. Augustine light variable and fine weather Dec. 7th. From Jan. to arriving at Shanghai, 24th, S. W. and N. gales with heavy seas.

Brit. str. *John L. Dimmock*. A  
left Cardiff. Experienced light  
winds and fine weather to crossing the  
tor. Sept. 10th. Passed the I.  
Trinidad, Sept. 18th, light winds  
and weather. Passed the meridian of 1  
Oct. 7th, had a succession of stre  
able gales with heavy squalls from  
to the Island of St. Paul, Oct. 24th  
the greater part of the sails during the  
Nov. 12th, put into Batavia for the  
discharged about 120 tons of coal.  
left Batavia, had light winds down  
sea, passed through the Straits of  
Dec. 23rd, light winds and fine  
The latter part of the passage trou  
N.W. winds with heavy head sea  
24th, arrived at Shanghai

Brit. ship *Tadpole*. Oct. 9th, 1891. The *Don.* 10th, lauded the Pilot off Do. detained in channel with light W. winds till the 16th, noon the *Liz.* (north 20 miles) light S.W. winds & weather. Crossed the Equator. N. passed the meridian of the Cape Nov. Encountered a succession of N.E. W. gales with heavy seas up to 90 ft. Dec. 15th, passed St. Paul's Island & passed Sandalwood Island; thence Island of Kormora Light baffling with weather. The latter part of the voyage strong N.E. and N.W. gales. 21st, the Barren Islands to the N. took a Pilot from the 29th, near Shanghai, making the passage from Land's end to the Barren Islands 4 days.

Brit. ship *Durham*. Aug. 17th, left London, light variable winds 21st, at the Downs. 22nd, left the Downs, experienced light variable winds to the Equator Oct. 4th; had light trade winds thence to the meridian of the Oct. 23rd, light variable winds and fair weather. 26th, strong N. E. gales accompanied with rain. Nov. 23rd, passed St. Helena moderate N. and N. W. winds 19th, off Sandwall Island light variable winds and fine weather. 24th, passed by Island. 27th, passed through the passage; moderate variable winds to the 28th, light variable winds to the distance 5 miles, off North Sandwich. Pilot on board. 29th, arrived at Sydney.

**Under Despatch.**

For Swatow, Amoy and Foochow  
Undine, on Thursday, the 6th inst.

**New Advertisements**

**FOR FREIGHT OR CHARTER**  
The 4 1/2 French Barque  
"CAPSIMEIR DELATY"  
Capt. GODFREIT, (daily  
sailed from Yokohama), of 4  
10,000 piculs carrying ca

Register, or  
Apply to  
**REYNVAAN BROTHERS &**  
Hongkong, February 5, 1899.